

## **APPENDIX 1:**

### **Rural Land Management Plan – Glossary**

A glossary is important to define or explain terms to someone learning the vocabulary of planning. It is equally important to clarify a precise meaning of common terms so everyone can see the implications of using such words. All of the terms that are defined here are not used in this document, but are provided to give an overall listing of terms. This glossary was excerpted from several ordinances, guides, plans, and other publications used in the development of this plan. In some cases they were modified due to the uniqueness of the Bluegrass Region but in general remain true to the definition's original intent. The phrasing may be further refined and additional words added as corridor ordinances, regulations and guidelines, are finalized. However, the definitions noted with an \* were excerpted from the Kentucky Revised Statutes, Lexington-Fayette Urban County Government 1996 Comprehensive Plan, Zoning Ordinance, Subdivision Regulations, and Board of Architectural Review Local Historic District and Local Historic Landmark Design Guidelines.

**Access**—Access is defined as the ability of the general public to gain entry to a parcel of land for a specific use. These are in general three different techniques to provide the public with access: 1) hold title to a parcel of land, 2) purchase the right of public access, 3) negotiate the right of public access, using easements or other techniques.

**\*Adjacent and Surrounding**—Those properties next to and near the property under review.

**Adverse Impact/Negative Impact**—Used interchangeably to describe the result of changes in historic and architecturally significant areas which do not reinforce the character and characteristics of individual elements, sites, structures, streets or whole districts.

**\*Agricultural Use**—The use of a tract of land of at least five (5) contiguous acres for the production of agricultural or horticultural crops, including but not limited to livestock, livestock products, poultry, poultry products, grain, hay, pastures, soybeans, tobacco, timber, orchard fruits, vegetables, flowers or ornamental plants, including provision for dwellings for persons and their families who are engaged in the above agricultural use on the tract but not including residential building development for sale or lease to the public.

**Aquifer**—A water-bearing layer of permeable rock, sand or gravel.

**Aquifer Recharge Area**—An area that has soils and geological features that are conducive to allowing significant amounts of surface water to percolate into groundwater, and where additions are made to an aquifer by infiltration of water through the land surface.

**Architectural Control**—Public regulation of the design of private buildings and sites to develop, preserve or enhance the attractiveness or character of a particular area or individual building.

**Bicycle Facilities**—A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling including parking facilities, maps, all bikeways and shared roadways not specially designed for bicycle use.

**Bicycle Lane (Bike Lane)**—A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bicycle Path (Bike Path)**—A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

**Bicycle Route (Bike Route)**—A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number.

**Bikeway**—Any road, path, or any way which in some manner is specifically designated as open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Class I - A bikeway completely separated from vehicular traffic and within an independent right-of-way or the right-of-way of another facility. In this report, travelways separated from vehicles but shared by bicycles and pedestrians are included in this classification.

Class II - Any bikeway that is part of the roadway or shoulder and delineated by pavement marking or barriers such as extruded curb or parking bumper blocks. Vehicle parking, crossing or turning movements may be permitted within the bikeway.

Class III - Any bikeway sharing its traffic right-of-way with motor vehicles and is designated by signing only.

**Bikeway Potential**—Projection of future use on a planned or existing facility and premised on relative data.

**Bikeway, Recreational**—Generally environmentally and aesthetically pleasing routes totally separate from motorized transportation facilities. Particularly appealing are corridors along greenways, rivers, streams, and utility rights-of-way. In most cases recreational bikeways are to be shared with joggers and walkers.

**Buffer**—Utilization of land area, a landscape treatment, a particular use or a structure to separate and/or screen one use from another, to provide a transition from one use to another, or to inhibit the view, noise, lights or other public nuisances. (See Screening.)

**Canopy Tree**—A tree which at maturity creates a roof like layer of spreading branches. Generally any tree variety expected to reach a height in excess of thirty (30) feet at maturity (such as oaks, pines, sycamores, some maples, etc.). Richmond Road near downtown and Old Frankfort Road are two examples of roads with canopy trees. (See Leaf Tunnel Effect.)

**Cluster Development**—A development design technique that concentrates buildings in specific areas on a site to preserve the remaining land as common open space, agricultural land, environmentally sensitive land or recreational land.

**Comprehensive Plan**—The Comprehensive Plan serves as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. Such plan shall include all elements whether expressed in words, graphics, or other forms.(KRS 100) The Comprehensive Plan in many instances must be refined to be sensitive to the particular needs of smaller neighborhood areas. The resulting subarea/small area (corridor) plans serve to amend and refine the Comprehensive Plan (1996 Comprehensive Plan).

**Conditional Use /Board of Adjustment**—A land use permitted in a particular zoning district only upon showing that such use in a specified location will comply with all conditions and standards for the location or operation of such use as specified in a zoning ordinance and authorized by the Board of Adjustment.

**Conservation**—The protection and care that prevent destruction or deterioration of historical or otherwise significant structures, buildings or natural resources.

**Conservation Corridors**—Conservation corridors conserve environmentally sensitive lands, protect water quality in creeks, streams and lakes, and provide habitat for wildlife and spatial separation between development. Conservation corridors do not provide for the right of public access. These lands can be publicly or privately owned.

**\*Conservation Easement**—A non-possessory interest of a holder in real property imposing limitations or affirmative obligations, the purpose of which include retaining or protecting natural, scenic, or open-space values of real property, assuring its availability for agricultural, forest, recreational, open-space use, protecting natural resources, maintaining or enhancing air or water quality, or preserving the historical, architectural, archaeological or cultural aspects of real property. Conservation easements may be held by a governmental body or a charitable organization whose purposes include retaining or protecting the natural, scenic or open-space values of real property. (KRS 382.800)

**Conserve**—To manage in a manner which avoids wasteful or destructive uses and provides for future availability.

**Controlled Access Highway**—A vehicular travelway on which ingress and egress locations are predetermined by public authority usually in the form of a grade separation or interchange. Direct residential or nonresidential access to the highway is prohibited.

**Correction**—Taking an action to remove errors, faults, deviations and defect and to bring to a standard or required condition.

**Density**—The average number of families, persons or housing units per acre of land.

**Design Standards**—Development objectives relating to considerations such as site organization, landscaping, architecture and site details of projects under review.

**Develop**—To bring about growth or availability to construct or alter a structure, to make a physical change in the use or appearance of land, or to divide land into parcels.

**Distinctive Visual Resources**—An area of view from a roadway characterized by special visual qualities as identified and mapped in a Visual Resource Inventory.

**District**—A geographically defined area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history.

**Down-Zoning**—Rezoning to a more restrictive zoning classification.

**Easement**—The right to use another person's property, but only for a limited and specifically named purpose. The owner generally may continue to make restricted use of such land since he has given up only certain, and not all, ownership rights.

**Eco-tourism**—Tourism based on outdoor recreation and wildlife experiences usually involving hiking/walking trails, canoeing and bicycling paths.

**Edge**—An abrupt change from commercial, industrial or office land use to any density of residential land use. The property line edge where these land uses abut is the source of traffic, aesthetic and functional conflicts due to the lack of inadequacy of screening and/or considerations of potential problems.

**Eminent Domain**—The authority of a government to take, or to authorize the taking of, private property for public use.

**Enhancement**—To add or contribute to an area, site or view.

**Environmentally Sensitive Area**—This term applies to any area which due to its natural or physical setting may have environmental problems with regard to development or use. Areas included are (but are not limited to) areas of steep slope (over 15%), floodplains, sinkholes, areas of poor soil, improper fills, wetlands, significant tree stands, aquifer recharge areas, and similar areas. (See Lexington-Fayette Urban County Subdivision Regulations, Section 1-11.)

**Essential Public Facilities**—Essential public facilities consist of the basic infrastructure to support development. These facilities include the following: storm and sanitary sewer systems, roadways and transportation systems and utilities.

**Exaction / Impact Fee**—A method of allocating in a roughly proportional manner the cost of capital or public facilities which are needed to accommodate new growth and development.

**Façade**—The exterior wall of a building exposed to public view, or that wall viewed by persons not within the building.

**\*Flood**—A temporary rise in stream flow or stage that results in water overtopping its bank and inundating areas adjacent to the channel.

**\*Flood Fringe**—Is the portion of the floodplain beyond the limits of the floodway where flood waters are stored until the floodway can carry it away. In this area the regulations permit a wider range of development (filling, buildings, structures), provided that such development is protected from the waters of the regulatory-flood level.

**Floodplain**—That land adjacent to a stream, channel or a body of water that has been or may be hereafter covered by floodwater including, but not limited to, the regulatory flood.

**\*Floodway**—The channel of a stream and those portions of the floodplain adjoining the channel that is required to carry and discharge the flood water of flood flows of any river or stream including but not limited to flood flows associated with the regulatory flood.

**Focus Areas**—Generalized areas, identified in the Greenspace Plan, that are the best examples of the rural Bluegrass identity, with the greatest concentrations of valuable resources representing the various Bluegrass landscape types.

**Geologic Hazard Area**—An area in which environmental problems are so numerous that even severely limited development/use could pose a serious problem to the immediate or surrounding areas. Examples include excessive floodplain areas, clustering of sinkholes, cliff areas, areas that have potential collapse problems due to underground caves near the surface, and similar areas. (See Lexington-Fayette Urban County Subdivision Regulations, Section 1-11.)

**\*Grade**—The inclination, with the horizontal, of a road, unimproved land, etc., which is generally expressed by stating the vertical rise or fall as a percentage of the horizontal distance.

**Greenbelt**—Generally regarded as a system of open space land that may include agricultural and recreational land that sets limits to the growth of the city while ensuring the most efficient use of urban space. In some cases, a greenbelt might have restrictions on use and design of development so as to make it compatible with the natural environment and adjacent farmland. In Fayette County the greenbelt is the large expanse of rural land surrounding Lexington's Urban Service Area Boundary and separating Lexington from satellite cities of Georgetown, Paris and Versailles.

**Greenspace**—Also known as open space, greenspace is any land that is provided or preserved for park or recreational purposes, conservation of land or other natural resource purposes, historical or scenic purposes, or community development purposes. Greenspace is more than recognized Bluegrass features such as horse farms, parks, and rock fences. It also encompasses natural environments such as streams, sinkholes, and the Kentucky River; valuable resources such as prime soils; buildings that recall the community's founding and history; the experience

of the city or countryside from an automobile; and the ability to travel safely by bicycle or on foot.

**Greenways**—Lineal open space designed to conserve the natural environment and to integrate people into that environment in a way that does not permanently destroy the functional, aesthetic or ecological values of that environment. Greenways may include environmentally, culturally or architecturally significant areas and are often systems linking existing natural and cultural features.

**Historical Area**—Land with sites, structures and objects that have local, regional, statewide or national historic, cultural or archaeological significance.

**Infill**—Is the development of vacant or bypassed land within the existing development area. Infill does not include the revision or replacement of an existing building(s). Most frequently, infill involves small-scale development of scattered vacant or bypassed land, but it can encompass the assemblage and development of larger tracts of land.

**Intensity**—The degree to which land is used, generally measured by a combination of the type of land use and the amount of land or floor area devoted to that use.

**Land Capability Analysis**—A physical inventory process to help guide the community to identify and understand the economic, agricultural, geographic, social, environmental, and cultural elements that help shape development. The analysis is a complex study that looks at the total picture of land use and how it relates to growth. Land Capability Analysis simultaneously looks at valued features that merit preservation and thus are less appropriate locations for growth.

**Landscape Corridors**—Routes that traverse developed or developing areas. These corridors are landscape-oriented and are developed to provide a pleasant driving environment and community enhancement. Development within the corridor should complement the scenic highway.

**Leaf Tunnel Effect**—When a road winds through a heavily forested area, the crowns of mature trees pressing close to the road meet overhead to form a ceiling of leaves. This creates a cool, green tunnel that is a pleasant contrast from the open views of the rolling countryside. (See Canopy Tree.)

**Land Evaluation and Site Assessment (LESA)**—An evaluation system used for agricultural, range and forestry resources, incorporating the values and objectives of the community to determine the land that has the highest potential for agricultural yields and that is located in the most viable agricultural area. Each factor that is to be evaluated is assigned a number of points to indicate its importance to the community. The community can then compare the relative value of sites when establishing priorities for selecting properties for its protection program. In some situations LESA systems consider the alternative potential for urban growth, which may make the land less appropriate for long term agriculture.

**Line of Sight**—An imaginary level plane located above a specified grade, indicating visibility from the specified location.

**Linkage**—Linkages are open space connections between two geographic points. They may be greenways, parkways, landscaped boulevards, linear parks, median green strips, trailways or drainage courses available for hiking, bicycling or horseback riding. Historically they include park, recreation or ornamental facilities along their length. They are also used to conserve drainage courses and natural areas.

**Maintain**—Support, keep and continue in an existing state or condition without decline.

**Major Ridge**—A ridge backed primarily by sky as viewed from the right-of-way.

**Native Plant Species**—The plant species that were growing in the Bluegrass Region before settlement. The Native Plant Society of Central Kentucky has a list of preferred trees, shrubs, and flowers that was prepared by Julian Campbell. Mary Wharton's book, Bluegrass Land and Life, also lists native plant species for central Kentucky.

**\*Natural Area**—Any area of land or water, or both land and water, in public or private ownership, which either retains or has reestablished to some degree in the judgment of the commission its natural character, though it need not be completely natural and undisturbed, or which has natural flora, fauna, biological, ecological, scenic or archaeological features of scientific, aesthetic, cultural or educational interest. (KRS 146.415)

**Natural Focal Point**—This is an attractive portion of land or water framed by hills and vegetation in such a way that one's eyes are inevitably drawn to it. In contrast to a panorama, a natural focal point covers only a few degrees of your field of vision.

**Natural Ground Surface**—Any ground surface in its original state before any grading, excavation or filling.

**\*Nature Preserve**—A natural area and land necessary for its protection; any estate, in interest of right which has been formally dedicated under the provision of KRS 146.410 to 146.530 to be maintained as nearly as possible in its natural condition and to be used in a manner and under limitations consistent with its continued preservation, without impairment, disturbance or artificial development, and future scientific research, education, aesthetic enjoyment and habitat for plant and animal species and other natural objects. (KRS 146.415)

**Natural Resource**—For the purposes of this Plan, the natural resources and landforms that are significant to the rural Bluegrass identity and way of life; environmentally sensitive resources that are indigenous or distinctive to the rural Bluegrass; and the remaining natural areas and environmentally sensitive resources within the Urban Service Area and the Rural Service Area that show the natural identity of predevelopment Lexington and provide open spaces and experiences of nature.

**Official Map**—A legally adopted map that conclusively shows the location and width of proposed streets, public facilities, public areas and drainage rights-of way.

**Open Space**—See Greenspace.

**Parking Lot, Area, or Structure**—A structure or an off-street area for parking, loading or unloading, whether required or permitted by the Zoning Ordinance, including driveways, access ways, aisles and maneuvering areas, but not including any public or private street right-of-way.

**Parkways and Scenic Corridors**—Essentially elongated parks with a road extending throughout their length. Parkways generally serve to connect large units in the park system, connect greenways or provide a pleasant means of travel within the city and between the city and an outlying region. The parkway usually follows stream or river alignments, shorelines of large lakes or natural wooded areas.

**Planned Unit Development (PUD)**—An area of a minimum contiguous size, as specified by ordinance, to be planned and developed as a single entity containing one or more residential clusters or planned unit residential developments and one or more public, quasi-public, commercial or industrial areas in such ranges of ratios of nonresidential uses to residential uses as shall be specified.

**\*Preservation**—Retaining the integrity of a building, site or structure through reconstruction, restoration, rehabilitation, adaptive reuse or compatible design.

**Preserve**—To save from change in loss and reserve for a special purpose.

**Prevention**—Taking advance measures against something possible or probable.

**Promote**—To contribute to the growth or prosperity.

**Property Transfer Tax**—A tax on the transfer of property, customarily a percentage of the total sale price of the property and collected at the time of recording of the property transfer. Such a tax is not permitted in Kentucky.

**Proportion**—Balanced relationship of parts of a building, landscape, structures or buildings to each other and to the whole.

**Protection**—To maintain the status or integrity of an area, site or view.

**Public Facilities**—These facilities include parks, schools, libraries, museums, health and medical facilities, public rest rooms, street lights, police, fire, emergency medical, and social services, which are publicly owned, developed and maintained and render service to the public.

**Purchase of Development Rights (PDR)**—Purchase of the right to develop from owners of specific parcels, leaving the owner all other rights of ownership. The price of the rights is the

diminution in the market value of the land as a result of the removal of the development rights. The remaining value of the land is the farm use value.

**Purchase and Resale or Lease with Restrictions**—Purchase of land, imposition of restrictions on the use and development, and resale at market price. End result is equivalent to purchase of development rights.

**Redevelopment**—Redevelopment is the revision or replacement of an existing building(s) through acquisition, clearance or rebuilding of a previously developed area according to the Comprehensive Plan where positive long-range land use and social goals are to be achieved. Redevelopment of a structure refers to the physical upgrading of materials and support systems while retaining a building's original use.

**Regional Planning Commission**—*Kentucky Revised Statutes* require establishment of a Regional Planning Council in each Area Development District in Kentucky. The Bluegrass Area Regional Planning Council includes representatives of every planning unit in the seventeen county region. Their primary functions are coordination, education and regional policy planning.

**Regulatory Flood**—A flood of 100-year frequency. This shall be the basis for determining the regulatory floodway, floodway-fringe, flood discharge, flood profile and flood protection elevation. Important considerations in selecting the regulatory flood are the degree of protection required for life and health, consistent standards among adjoining communities, and flood protection required by state laws and federal agencies. Base flood shall be synonymous with regulatory flood.

**\*Rehabilitation**—Construction work to put together historic elements, structures and sites. This activity involves retaining and restructuring historic elements, structures and sites.

**Renovation**—Renovation of a structure refers to the physical upgrading of materials and support systems while retaining a building's original use.

**\*Restoration**—Construction work which puts an element, site or structure back to an historic configuration and condition.

**Restore**—Revitalizing, returning or replacing original attributes and amenities such as natural biological productivity or aesthetic and cultural resources which have been diminished or lost by past alterations, activities or catastrophic events.

**Active Restoration** - Involves the use of specific positive remedial actions such as removing fills, installing water treatment facilities, or rebuilding deteriorated urban waterfront areas.

**Passive Restoration** - Is the use of natural processes, sequences and timing or which occurs after the removal or reduction of adverse stresses without other specific positive remedial action.

**\*Retained/Maintained**—Used in conjunction with one another to describe both the keeping of an element, site, structure, street or district and the assurance of physical repair and upkeep to elements, sites, structures, streets and districts.

**Right-of-Way**—Land used generally for streets, sidewalks, alleys or other public uses. Right-of-way is also a land measurement term meaning the distance between lot property lines that generally contains not only the street pavement but also the sidewalks, grass area, underground utilities and aboveground utilities.

**Riparian**—Relating to, or living or located on, the bank of a natural watercourse.

**Riparian Buffer**—The vegetative strip of land influenced by and surrounding a water body or wetland composed of overstory and understory vegetation which serves to maintain the integrity of the water system through shading, sediment filtration, aquatic habitat enhancement, woody debris recruitment, erosion control, and groundwater flow regulation.

**Roads Conforming to Landscape Contours**—Part of the pleasure of traveling a scenic road is the traveler's perception that he is almost a part of the landscape, rising and falling, winding and backtracking with the natural terrain. To the extent that a road conforms rather than cuts across natural terrain, this feature may be envisioned as a positive value.

**Roadway**—The portion of the street right-of-way that contains the street pavement and gutter and is used primarily as a channel for vehicular movement and secondarily as a drainage channel for storm water.

**Rock Fence or Wall**—The more popular and common term for a stone fence sometimes used to distinguish a field stone fence from a quarried-stone fence. (See Stone Fence.)

**Rural Activity Center**—Rural Activity Centers are the only locations where intensive non-residential uses are allowed in the rural area. These areas were in existence prior to merger and are limited to four existing rural employment centers where public facilities serve the development. Note: These areas were defined in the 1980 Comprehensive Plan to recognize what existed or had been zoned. The boundaries of these centers are clearly defined and maintained to restrict encroachment on surrounding rural areas. Considerable measures are taken to reduce the impact of the Centers' intensive uses upon the surrounding rural area.

**Rural Settlement**—One of the fourteen small, residential communities located in the Rural Service Area.

**Scale**—Proportional relationship of the size of parts to one another and to the human figure.

**Scenic Areas**—Lands that are valued for their aesthetic appearance and are generally open areas with natural features that are visually significant or geologically or botanically unique.

**Scenic Corridor**—The scenic corridor and scenic road go together; the corridor frames and enhances the road. For this reason, the corridor is a much wider area than just the highway right-of-way. It includes outstanding scenic vistas and facilities which may be within the immediate roadside area or part of a sweeping distant panorama.

**Scenic Easement**—An interest in land transferred by the owner thereof to the public either in perpetuity or for a term of years. A scenic easement may be created by sale, gift, lease, bequest

or otherwise. An instrument which creates a scenic easement shall contain a covenant whereby the owner of the land promises to neither undertake nor permit the construction of any improvements upon the land except as provided by the instrument and except for public service facilities installed for the benefit of the land pursuant to the authorization by the governing body of the urban county or the energy regulatory commission or utility regulatory commission. Pursuant to KRS 65.460, the Urban County shall not permit any action which will materially impair the open-space character of the land. Scenic easements may be held only by a local governmental body or a state agency. (From KRS 65.410)

**Scenic Highways**—Scenic highways are made up of the road and its right-of-way and the scenic corridor. The scenic corridor is the visible area outside the highway's right-of-way and is generally described as the view from the road. The boundaries of the scenic corridor vary with the natural characteristics of the landscape as viewed by a motorist. Scenic highways provide recreational value for their visual relief as a result of nature or the designed efforts of man.

**Scenic-Parkway**—A slow speed, low intensity street and its right-of-way and the scenic corridor within which scenic resources are enhanced and preserved; land uses and parkway environment are compatible; recreational and educational facilities are developed and maintained; grading, street and driveway access and the visual impact of lighting are minimized; and ecological balance and natural environment is preserved.

**Scenic Terrain**—A variety of roadside topographic features may provide scenic interest. Such features include gullies and ravines, rolling foothills and mountain lands, and meandering river plains.

**Screening**—A method of visually shielding or obscuring one abutting or nearby structure or use from another by fencing, walls, berms or mounting, or densely planted vegetation. (See Buffer.)

**Service or Frontage Road**—A minor access street parallel with a major thoroughfare to afford abutting property owners access to such highway at permitted points.

**Setback**—The distance between the edge of a building (the front, rear and sidewalk construction) and the property line.

**Shared Roadway**—Any roadway in which a bicycle lane is not designated and which may be legally used for bicycles, regardless of whether such facility is specifically designed for preferential or exclusive use by pedestrians.

**Significant**—Having important meaning to an element, site, structure, street or district. Important in the historic or architectural context of the county.

**\*Slope**—Any inclined, exposed surface of a fill, excavation or natural terrain.

**Stone Fence or Wall**—The more formal term for a rock-fence sometimes used to distinguish a quarried-stone fence from a fieldstone fence. (See Rock Fence.)

**Stream**—A watercourse, having a source, terminus, banks and channels, through which water flows at least periodically.

**Stream, Intermittent**—A watercourse that flows only part of the time or through only part of its reach.

**Stream, Perennial**—A watercourse that flows continuously.

**\*Street**—Any vehicular way. A general term used to describe right-of-way which provides a channel for vehicular and pedestrian movement between certain points in the community, which may provide for vehicular and pedestrian access to properties adjacent to it, and which may also provide space for the location of under or above-ground utilities. Streets are classified as follows:

**Expressways**—Hold the first rank in the classification of streets, and are used only for movement of vehicles and do not provide for vehicular or pedestrian access to adjoining properties; interchange of traffic between an expressway and other streets is accomplished by grade separated interchanges with merging deceleration and acceleration lanes, and no at-grade intersections are permitted. Expressways generally carry higher volumes, require greater right-of-way width, and permit higher speed limits than any other class of street, and should be depressed in urban or urbanizing areas. Arterials are the only class of street that generally should be connected with expressways at interchange points.

**Arterials**—Hold the second rank in the classification and should be used only for the movement of vehicles, and preferably should not provide for vehicular access to adjacent properties. Interruption of traffic flow should be permitted only at street intersections that should contain medians, deceleration lanes, and left turn storage lanes. Arterials are the link between expressways and collectors and rank next to expressways in traffic volume, speed limit and right-of-way width.

**Collectors**—Hold the third rank in the classification of streets and are used both for movement of vehicles and for providing access to adjacent properties. Access to adjoining properties should be planned and controlled so that minimum disturbance is made to the traffic moving efficiency of the collector street. Intersections should contain medians, deceleration lanes and left turn storage lanes. Collectors are the link between arterials and local streets and generally rank next to arterials in traffic volume, speed limit and right-of-way width.

**Locals**—Hold the fourth rank in the classification of streets and are used primarily for providing access to adjacent properties. Vehicles moving on these streets should have an origin or destination in the immediate vicinity, and all types of through traffic should be eliminated through initial design of its connections with other streets. Local streets are the primary link between trip generation points (homes, offices, stores, work) and collector streets. Locals have the least right-of-way, the lowest speed limit and the least amount of vehicular traffic.

**Structure**—A combination of materials to form a construction for use, occupancy or ornamentation whether installed on, above or below the surface of land or water.

**Tourism**—The guidance or management as a business or government function of persons who visit the community for pleasure, education, or cultural enrichment. Tourism enhancement means the management of the natural and built environment in such a manner as to maximize the economic and other benefits of tourism to the community, while remaining within the context of other identified community goals and values.

**Transfer of Development Rights (TDR)**—Development rights on land in a designated preservation area may be purchased by a developer and transferred to a designated development area where the equivalent amount of additional development can be constructed.

**Travelshed**—An area, much like a watershed, where traffic is collected along “tributary” roadways and passes “downstream” until the collected traffic reaches an arterial roadway.

**Understory Tree**—A tree that creates an undergrowth of vegetation.

**Undeveloped Land**—Land in its natural state before development.

**Unique Natural Feature**—That part of the natural environment which is rare or is not generally duplicated in the community or region.

**Unusual or Picturesque Buildings and Structures**—Homes, churches, stores, barns and the like. Alone or in pleasing combinations, these structures may be noted as positive values. In determining whether a structure may add to the quality of the landscape, consider its setting, use of indigenous materials, unique features such as gables, towers, porches, and details of historic or architectural significance. Horse farms, stone fences and tobacco related structures are also included as positive scenic elements because they are characteristic of the region and style.

**\*Utility Easements**—Any easement labeled as a utility easement shall be for the provision of utility services by franchised local electric supply companies, water supply companies, natural gas supply companies, telephone service providers, and cable television franchises. The Urban County Government shall also have the right to utilize such easements for the provision of street lights and sanitary sewer services.

**Utility, Private or Public**—(1) Any agency which, under public franchise or ownership, or under certificate of convenience and necessity, provides the public with electricity, gas, heat, steam, communications, rail transportation, water, sewage collection or other similar services. (2) A closely regulated private enterprise with an exclusive franchise for providing a public service.

**Utility Service**—Any device including wire, pipe and conduit which carries gas, water, electricity, oil and communications into any public or private building or development.

**Viewscape Corridors**—Are routes which traverse a defined visual corridor within which scenic resources and aesthetic values are found. The emphasis of these corridors is scenic vistas and natural viewsheds. This designation is intended to protect and enhance the significant resources along the route and provide visual relief. In addition to the development of designated riding and

hiking trails and bikeways, vista points and rest stops should be developed, when feasible, to enhance any exceptional scenic values. A viewscape corridor is defined by the viewshed from the roadway.

**Viewshed**—A visual field; the area of land and structures that is visible from a particular location or linear corridor, such as a road.

**Vista**—A distant view through or along an avenue or opening.

**Walkway**—A dedicated public right of way limited to pedestrian traffic.

**Watershed**—The region or area which drains into a river, lake or stream. The total area included within a watershed will vary depending on the drainage system being considered, but usually the total area above a given point on a stream, channel or lake that contributes runoff water to the stream, channel or lake at that point is called a watershed.

**Wetlands**—Wetlands are transitional areas between terrestrial and aquatic environments where the water table (the level of groundwater) is at or near the ground surface or the land is covered by shallow water. Wetlands are a diverse lot ranging from tidal flats, salty marshes, and mangrove swamps on the coast, to prairie potholes, peat bogs, and cypress swamps inland, to name just a few. Wetlands provide habitat for numerous fish, waterfowl and other wildlife, many of which have economic value. In short, given the great variety of species that depend on wetlands directly or indirectly, there are few ecosystems that are more important. In some communities wetlands are the primary water-supply or recharge areas for aquifers. Wetlands also help to purify the water passing through them by filtering out silt and nutrients.

**Wilderness Areas**—Areas where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. It is an area of undeveloped land retaining its primeval character and influence, without permanent improvement or human habitation, which is protected and managed so as to preserve its natural conditions which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; (3) may also contain ecological, geological, or other features of scientific, educational, scenic or historic value.

## **APPENDIX 2: Rural Land Management Plan – Partial Reference Bibliography**

**This Rural Land Management Plan arose from the adoption process for the 1996 Comprehensive Plan. The following documents were prepared specifically as a part of the rural planning effort:**

- Tentative Draft Rural Landscape Management Plan, Siemon, Larsen & Marsh, October 1996 (Now referred to as Rural Service Area Land Management Plan Report #1)
- Compilation of Public Comments from 1997 Public Meeting Series, Division of Planning, June 1997 (Includes agendas and meeting notes)
- Rural Service Area Land Management Report #2: A Framework for Plan Development and Adoption, Division of Planning, February 1998
- Compilation of Public Comments from 1998 Public Meeting Series, Division of Planning, June 1998 (Includes agendas and meeting notes)
- Rural Service Area Land Management Plan Issues Workbook, Division of Planning, June 1998
- Absorption of Ten-Acre Lots 1996-1998, Division of Planning, August 1998
- Summary Report of Initial Greenspace Commission Recommendations, Division of Planning, October 1998

**The following plans and reports were used for reference materials in the planning process:**

*1996 Comprehensive Plan, July 1996*  
*Expansion Area Master Plan, July 1996*  
*Greenway Plan, 1992*  
*Greenspace Plan, 1994*  
*Paris Pike Corridor Small Area Plan, May 1995*  
*Bracktown Small Area Plan, March 1998*  
*Historic Survey, Rural Settlements in Fayette County, 1971*  
*Stone Fences of Fayette County, 1990*  
*Corridor Enhancement Study, 1992*  
*Year 2015 Transportation Plan, Spring 1995*  
*Six Year Transportation Plan, Kentucky Transportation Cabinet, 1998*

## **APPENDIX 3:**

### **Partial List of Public Meetings on the Rural Land Management Plan**

NOTE: This list depicts most of the general-nature public meetings held on the rural plan and related issues in 1997, 1998, and 1999. It does not include numerous meetings conducted upon request with various civic organizations and does not include any of the meetings on Land Capability.

**General Public Meetings (Siemon Draft Plan and General Concepts)**  
**(Meetings Co-sponsored by Mayor, Council, Greenspace Commission and Planning Commission)**

March 10, 1997  
March 24, 1997  
April 9, 1997  
April 21, 1997  
May 5, 1997

**General Public Meetings (RE: Rural Service Area Land Management Report Report #2)**  
**(Meetings Co-sponsored by Mayor, Council, Greenspace Commission and Planning Commission)**

April 20, 1998  
May 4, 1998  
May 18, 1998  
June 1, 1998

**Greenspace Commission Meetings**

May 20, 1998  
June 17, 1998  
July 15, 1998  
August 19, 1998  
September 2, 1998 (Work Session)  
September 16, 1998  
October 7, 1998  
October 21, 1998  
February 17, 1999

**Planning Commission Meetings and Hearings**

June 11, 1998 (Work Session)  
July 9, 1998 (Work Session)  
July 30, 1998 (Work Session)  
August 13, 1998 (Work Session)  
October 8, 1998 (Work Session)  
October 29, 1998 (Work Session)  
February 11, 1999 (Work Session)  
March 22, 1999 (Special Public Hearing)  
April 8, 1999 (Special Public Hearing – **ADOPTION**)

**Other**

June 1998: BGADD Regional Planning Council  
Council Planning Committee – August 18, 1998, October 14, 1998, February 22, 1999, March 15, 1999  
Airport Advisory Task Force - August 25, 1998  
Council Workshop – March 9, 1999

## APPENDIX 4: Plan Concepts Considered But Not Recommended in the Rural Land Management Plan

A number of concepts related to preservation of rural lands were advocated at different times during the process leading to this Rural Service Area Land Management Plan. Many of these concepts received a great deal of public attention. The purpose of this table is to identify some of the more-publicized concepts that are not recommended as a part of the plan so that the reasons they are not included is documented.

CONCEPT	BRIEF DESCRIPTION	REASON(S) FOR REJECTION
Transition Areas (From SLM Report)	Areas adjoining the Urban Service Area to be receiver sites for TDRs	<ul style="list-style-type: none"> <li>Public opposition</li> <li>Sewage disposal issues</li> <li>TDRs not proposed as primary preservation tool</li> </ul>
Crossroads Communities (from SLM Report)	Residential developments near existing 10 acre lot developments (TDR receivers) at a density of up to 6 units per acre	<ul style="list-style-type: none"> <li>Public opposition</li> <li>Sewage disposal issues</li> <li>TDRs not proposed as primary preservation tool</li> <li>Places more development in the rural area</li> </ul>
Residential Clusters (from SLM Report)	Residential development at a density of one unit per acre not to exceed 20 units	<ul style="list-style-type: none"> <li>Public Opposition</li> <li>Sewage disposal issues</li> <li>TDRs not proposed as primary preservation tool</li> <li>Places more development in rural area</li> </ul>
Hamlets (from SLM Report)	125 unit suburban developments in the RSA (TDR receiver)	<ul style="list-style-type: none"> <li>Public opposition</li> <li>Sewage disposal issues</li> <li>TDRs not proposed as primary preservation tool</li> <li>Places more development in the rural area</li> </ul>
Country Inns (from SLM Report))	Overnight lodging (up to 25 rooms) and dining as a TDR receiver in the RSA	<ul style="list-style-type: none"> <li>Ability to control number, intensity and location</li> <li>TDRs not proposed as primary preservation tool</li> <li>Sewage disposal issues</li> </ul>
Corporate Office Headquarters (from SLM Report)	Corporate offices in RSA as a TDR receiver	<ul style="list-style-type: none"> <li>Public opposition</li> <li>Sewage disposal issues</li> <li>TDRs not proposed as primary preservation tool</li> <li>Traffic issues</li> </ul>
Urban Service Area TDR receiving areas	Residential areas would have increased density by being receivers of TDRs	<ul style="list-style-type: none"> <li>Public opposition</li> <li>Urban densities do not reach maximum currently</li> <li>Would not use enough TDRs to have sufficient impact on rural preservation</li> </ul>
Specification of future growth area	Based on Land Capability Analysis a future growth area would be determined	<ul style="list-style-type: none"> <li>Insufficient development in the Expansion Areas to gauge need at this time</li> <li>Cost of infrastructure, particularly sewers, could not be determined</li> <li>Public opposition</li> </ul>
Tax on Property Transfers	Property transfer tax would be used to acquire open space in the rural area	<ul style="list-style-type: none"> <li>State law does not allow local governments to impose such a tax</li> </ul>



## **APPENDIX 5: Outline for Rural Settlements Study**

- A. General criteria for inclusion in the study and statement of goals and objectives
- For each individual rural settlement:*
- B. Determination of preliminary boundaries
- C. Physical characteristics of the settlement
  - 1. Existing land uses in and around the settlement
  - 2. Zoning in a around the settlement
  - 3. Parcel study including location of vacant parcels, and predominate lot size
  - 4. Housing quality evaluation
- D. Social and economic characteristics of each settlement
  - 1. Population data
  - 2. Income data
- E. Historic characteristics (if any)/archeological sites
- F. Development constraints
  - 1. Floodplain and wetlands
  - 2. Sinkholes
  - 3. Fence row trees
  - 4. Soils
  - 5. Ridgelines
  - 6. Sewerability/ on-site disposal capacity
  - 7. Storm Drainage
- G. Determination of settlement boundary
- H. Major needs of the settlement (such as...)
  - 1. Parks/Playgrounds
  - 2. Greenway/bikeway connection
  - 2. Streetlights (at critical locations)
  - 3. Street improvements
  - 4. Housing rehabilitation/new housing
- I. Appropriateness of Settlement to Receive TDRs
  - 1. Minimum and maximum lot sizes (density)
  - 2. New lots to be created (should boundaries be expanded)
- J. Visual characteristics to be enhanced/preserved
  - 1. Building materials
  - 2. Dominate height
  - 3. General mass of buildings
  - 4. Views which need to be protected
- K. Conclusions

## **APPENDIX 6: Checklist for Rural Subdivision Review**

The following checklist summarizes the various issues that should be reviewed by the Planning Staff for rural subdivisions.

### **I. Environmental Features—**

**Steep Slopes-** Review topographic/environmental maps. Areas over 15% will be shown on the plat. Special notes will be added to the plat requiring certification of construction by the developer's engineer. The Division of Engineering must approve these areas.

**Sinkholes-** Review topographic/environmental maps. Sinkholes will be shown on both Preliminary and Final plans along with special notes restricting development activity within closed-contour areas. Certification of plan will require approval from the Division of Engineering and the Environmental Planner.

**Floodplains-** Review topographic/environmental, FEMA maps. 100 year and "soils" floodplains are required to be shown on Preliminary and Final plans. The Division of Engineering must approve development in floodplain areas.

**Aquifers-** Review the Royal Spring Aquifer map. To date no restrictive notes are put on 10-acre lots in the aquifer area, only a note acknowledging the property is within the Royal Spring Aquifer and will comply with all Federal, State and Local laws.

**Wetlands-** Review topographic/environmental maps. Place restrictive notes on the plan. Areas should be noted on the plan.

**Trees-** Review topographic/environmental, aerial maps. Tree stands are shown on Preliminary Subdivision plans but not on Final Record plats. Site visit is necessary to evaluate trees. Place notes on plan regarding tree preservation.

**Greenways-** Review Greenspace and Greenway Plans for proposed rural greenways. Add notes to the plan that acknowledges future discussion can take place between developer and L.F.U.C.G. to purchase or acquire easements.

**Soils-** Not normally reviewed unless in the southern part of county. Not shown on preliminary or final plan.

### **II. Manmade Features**

**Stone Fences-** Review topographic/environmental map (has stone fences along Rural right-of-ways). Require note on the plan that states, "Stone Fences shall be treated as per the Stone Fence Ordinance." The Historic Preservation Office decides requests for removal of these.

**Septic Tank Approval-** The approval of septic tanks is under the jurisdiction of the Fayette County Board of Health. A note is required on the plan stating, "Board of Health approval (of septic system) is required prior to issuance of Building Permit."

**Historic Sites-** Inventory of these sites is found on Land Capability Maps. Requires site visit to verify. Not normally reviewed.

**Fencing/Landscaping-** New ordinance requires "sign-off" from adjacent property owners (engaged in an agricultural operation) stating existing fencing and screening is adequate.

**Utilities-** Proposed or existing utilities shall be shown on plans. Approvals from utility companies are required for final plan certification.

**Cemeteries-** Information should be provided by property owner or engineer and be shown on plan.

**III. Land Use-** (Note: Land use is not “normally” considered in subdivision review.)

**Location of Existing Residences** – Review aerial maps to locate existing structure(s). Building location is noted on plan if within the required 300’ building setback from public right of way (non-conforming structure).

**Location of Existing Tenant houses-** Review aerial maps to locate existing structures. Building location is noted on plan if within the required 300’ building setback from public right of way (non-conforming structure).

**Location of Proposed Residences-** Currently restricted in steep slope, sinkhole and floodplain areas. The location should be further restricted to protect agricultural land and scenic view sheds.

**Location of Current or Past Agricultural Uses-** This is not reviewed at this time, however it could be evaluated by reviewing aerial photos from earlier sets.

**IV. Roads**

**Number of proposed access points-** Utilize new Ordinance to limit access points to public streets. Planning Commission can control number of access points. Site visit is necessary to fully evaluate situation (stone fences, trees, and sight distances for example).

**Location of Access Points-** Review topographic/environmental maps for potential conflicts. Final approval of access point(s) must come from either State Department of Transportation (if a state road) or the LFUCG Division of Traffic Engineering. Impact on trees and stone fences should be assessed.

**Level of Service (LOS)/Traffic Study-** Traffic study not required at this point. Transportation Planning has ability to generate L.O.S. information for rural roads. The new ordinance gives the Planning Commission ability to control location of internal roads (generally these are access easements) to serve lots not located along a public road. The Planning Commission also can establish building setbacks along the internal roads. The Division of Engineering enforces road construction standards (depth of pavement) but not the geometrics of the internal road/access easement. The goal should be to keep internal roads from interfering with agricultural operations where possible.

**V. Lotting/Building Location**

**Lotting-** Proposed lots should meet subdivision regulation requirements (“regular vs. irregular lotting”). “Flag” lots (having narrow frontage at road) are discouraged. Internal roads should provide access to proposed lots that do not have access to public roads. Lotting patterns that preserve agricultural operations or follow natural topographic features should be encouraged.

**Building Location-** Not required information at this time. Some proposals have been including this information. This could prove very helpful in preserving prime soils for agricultural uses.

**View shed protection-** The required 300’ setback keeps residences away from public roads. The Board of Adjustment, however, can vary (reduce) this. View sheds are not protected at this time. Adoption of a scenic road policy, and identification and creation of a scenic easement program would be essential in achieving view-shed protection.